

ers have been holding up street cars and ordering the occupants of them out. Hereafter all have obeyed. Last night, however, the three troopers and a deputy sheriff were passing a street car, and refused to be ordered about by the strikers. They resisted, and for twenty minutes a battle ensued. At last the car was forced to stop and a majority of the injured fell in this battle. Later when reinforcements arrived many more were clubbed and shot. The strikers, who were only four men against a thousand strike sympathizers, was the fatal one.

It is said the three troopers had not yet joined the constabulary stationed at the plant.

The force of state police located at Pottsville, Pa., which recently took charge of the strike situation at the Standard Steel Car works, Butler, Pa., has been ordered to return to their homes during the day. The question of ordering out the militia has not yet been decided.

Leniency heretofore displayed by the constabulary toward the strikers is absent today. Stringent measures are being used, and the least overt act committed by the strikers is met with a stick or the hoofs of a policeman's horse.

**Mass Meeting Prohibited.** Attempts are being made today to prevent the holding of a mass meeting at the historic Indian mound, where up to this time the meetings of the idle men have been held daily. Thousands of strikers began their journey to the mound early today, but many of them were forcibly and abruptly halted and sent in an opposite direction.

Owing to the sullen demeanor of the strikers the strength of the constabulary is concentrated in the vicinity of the Indian mound. This point, it is believed, will not be the scene of any further disorders.

Sheriff Gumbert is being besieged with complaints from large disinterested corporations situated or having property within the strike zone.

Information against twenty-seven prisoners now detained in the box car jails, charging them with assault, battery, and battery, carrying concealed weapons and inciting a riot, were made today by the state constabulary. Several scores of others are in custody for participation in last night's disorder.

A house-to-house canvass is in progress today. All weapons are being confiscated and the troops are being kept busy being made for dynamite, a large quantity of which is reported to be in the possession of the strikers. A force of constabulary has been dispatched to McKees Rocks with instructions to ascertain if possible the identity of the instigators of the trouble.

Practically the entire county detective force has been sent into the strike zone for the first time since the inception of the trouble.

During the rioting last night several street cars of the Pittsburgh Railway Company were damaged, while bricks in a number of freight cars, on a siding of the Erie and Lake Erie railroad, were used as missiles by the rioters and scattered over a wide territory. Valuable property of the company was destroyed, resulting in a demand being made of Sheriff Gumbert for more adequate protection. During the night the sheriff swore in five extra constables, as many more will be added before tonight.

## GOVERNOR IS ANXIOUS.

Hears Account of Strike Riot From Capt. Groome.

PHILADELPHIA, August 22.—Capt. John C. Groome, superintendent of the state police, today gave Gov. Stuart an account of the shooting at McKees Rocks, and the latter was greatly disturbed over the occurrence. Inasmuch as no word had been heard from Sheriff Gumbert, who is in charge of the situation, as to whether the militia would be required to quell the trouble, the governor has left the question of additional troops to Capt. Groome. Capt. Groome explained that he is in hourly communication with Capt. Marsh, who is in command at McKees Rocks, and the information he has received today is of a peaceful nature, there being no necessity, he believes, for reinforcements. It is quite likely, however, that a troop of state police will be sent to the McKees Rocks or the Pottsville stations may be ordered to the scene of the rioting for the moral effect it may have.

Capt. Groome stated what occurred last night is that the state troopers who were fired upon before the rioting began were probably mistaken by the strikers for state police.

"Four enlisted men stationed at McKees Rocks," said Capt. Groome, "had left their posts to the expiration of their term of service, and were sent to the station in plain clothes from the Greensburg station to take their places. Two troopers from the barracks there, who were struggling to meet them, as they were returning on a trolley car the strikers mistook them for strikers."

"The strikers," he supposed, "supposed the troopers to be strikers. They resisted and fought while lying low in the car. All of them were armed. Trooper John C. Smith, who was severely wounded, crawled to the barracks and notified the troopers there, and the second battle occurred."

## STRIKERS MOSTLY ALIENS.

Not Members of the Iron and Steel Workers' Union.

Secretary Morrison of the American Federation of Labor proposes to ask the Department of Commerce and Labor to investigate the conditions under which men are working for the Pressed Steel Car Company at McKees Rocks, Pa. Not one of the men now on strike, he said, is affiliated with the Federation of Labor.

"These workers," he said today, "have been confounded with the strikers of the Iron and Steel Workers of America. There is no relation whatever between these two classes of workers. The Pressed Steel workers are car workers, and if organized would come under the jurisdiction of the Car Workers' International Union. Investigation has shown me that there is not a member of that union working for the Pressed Steel Car Company."

"By the introduction of foreign labor that company has reduced the wages and conditions of these men to such an extent that these aliens, who do not speak our language, have revolted and are struggling to obtain living conditions. An investigation of these conditions by the government would reveal astonishing methods. I have in mind now a request to the Department of Commerce and Labor to investigate these conditions."

## RESTORED TO HIS POST.

Charges Against American Engineer in Cuba Found to Be Groundless.

"James Page, American engineer in charge of the work on the Cienfuegos aqueduct, Cuba, and who was removed from office by Senor Laqueruela, then secretary of public works, has been restored to his important post," says a recent issue of Havana Discusion.

The United States government protested against the removal of Mr. Page and asked the appointment of a commission to inquire into the charges against him. Joaquin Chalon, at one time director general of public works, and Mr. MacComb, supervising engineer of the sewers and bridges of Havana, were directed to proceed to Cienfuegos and examine into the professional and administrative conduct of Mr. Page's office.

"The report favorable in every way to Mr. Page, has been returned to Dr. Danacio Pasalodos, secretary to President Gomez, and the restoration of Mr. Page to his office has been ordered."

## HYDROPHOBIA CLAIMS MARYLAND BOY.

Special Dispatch to The Star.

BALTIMORE, Md., August 22.—Harry Montgomery, the thirteen-year-old son of John Montgomery, of Nunamakers mill, near Keedysville, Md., who had been suffering from hydrophobia at the Mercy Hospital, having been brought to the institution for treatment the last of August, died early this morning. The boy was bitten by a dog July 29.

## CRUISE OF THE STRIKE

"Pooling System" Responsible for McKees Rocks Trouble.

PUTS LOSS ON THE MEN

Skilled Workers Suffer from Faults of the Less Expert.

COMPANY SAFE AGAINST LOSS

Cars Turned Out at Fixed Cost Whether Individual Workers Shirk Duty or Not.

The causes of the labor strike at the McKees Rocks plant of the Pressed Steel Car Company are discussed in a recent number of the Survey, by Paul U. Kellogg.

"He says the strike may mark a determined trend toward a 'clean-cut' illustration of the part which the Slavs may play in the industrial life of this country."

"It is a protest of the half-assimilated, the half-Americanized, the half-skilled against the very industrial policies which have brought them here."

"The Slavs, which, by the deploying of fresh immigrants, tends to keep them all down to what the company calls 'ordinary day labor.' It is a later chapter than that of the stand of the native born against the foreigner, or even of the English speaking against those of alien tongue."

"It finds American workmen casting their lot with the Slavs, and it finds public opinion in the Pennsylvania steel district backing up their point of view."

"More important to Pittsburgh than her tonnage output is the making of good citizens of all who labor here. And this is an optimism indeed which can see any good at all in such economic conditions as are being in this strike and attendant rioting."

"On the other hand, the strike may mark an equally determined trend in industrial administration. It was caused by the rigorous logic extreme to which the employing company carried out their policy to be progressive policies in multiple production."

## Protest Against Pooling System.

"My understanding is," Mr. Kellogg continues, "that during the period of the strike, the company has been in much ways as to make the loss and less dependent upon trained men. They established a track system, by which even a crude working force practically drives itself into turning out cars, and a pooling system of payment which keeps the laborer from getting a fixed charge to the company, and which unloads the hazards of lost time and mistakes in construction largely upon the men."

"Apart from the vagrant charges of graft and abuse by foremen, which have been given, the company has been in the strike has been over sweeping reduction in wages which the men laid up to this new system."

"The company holds that as long as a man accepts employment in its works he must accept the terms the company has given. The company, it is said, has quit work the man who thinks himself underpaid has no grievance, and that whether one man or a thousand quit work is no concern of the company. That is what the company pays taxes for."

"The processes of making steel cars, Mr. Kellogg explains, have reached a point where very few skilled mechanics are demanded, compared with quick operators who can perform the same work in a month's training will turn an immigrant into a riveter."

What "Pooling" Means.

The piece rate pooling system, which is said to be something brand-new, and to the operations of which the workmen have entered their strenuous objection, was installed early in the present year. Explaining the pooling system, the writer says, the track runs at a fixed speed, and the trucks are placed on the track at one end, electric cranes pick up the plates, place by piece they are put together, and the trucks are driven to the other end of the track.

"There are perhaps twelve positions on this track, and at each position a group of men who perform one definite process of completing a car. Every position is allowed, say, twenty minutes. If the work is not done in that time, the man is fined, and the work is done in the earlier positions loses time."

"If time wages were paid, and the man is not finished in the time, the work is done in the earlier positions loses time."

"The installation of such a system, even in a few departments, as was done at McKees Rocks, was bound to provoke some friction. The piece rate pooling system is not so easy to reduce to a standard as the tonnage which runs through all departments of the mill. Therefore the piece-rate pooling system was installed."

A Sample Account.

To make the system clear, Mr. Kellogg takes a sample pool of six men who account for a fortnight was given him at the company's office. They performed this work, 200 pieces at 15 cents each, \$30; 100 pieces at 15 cents each, \$15; 200 pieces at 20 cents each, \$40; 200 pieces at 10 cents each, \$20. Total of pool, \$135.

The pool piece-work earnings of each man are as follows: \$22.50, \$22.50, \$22.50, \$22.50, \$22.50, \$22.50. Total of pool, \$135.

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In conclusion, Mr. Kellogg says: "The men have made a pool of their own. The very stock of the strike is prophetic. It throws into relief the forces which during the next decade are likely to develop. The immigrant wage earners in the Pittsburgh district."

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## AIRSHIP BUILT HERE

Test of Bamboo Flier at Benning Race Track.

NOT OPEN TO THE PUBLIC

John H. Smidley Believes He Has Achieved Success.

MACHINE WEIGHS 225 POUNDS

If Successful, Steel Construction Will Be Tried and Government Interest Invoked.

Benning race track will be the scene of the first of the trials to be held in Washington, though the trials will not be open to the public, and it is not absolutely certain that the machine will fly. Everything looks propitious, however, and the machines will be taken there tomorrow.

J. H. Smidley, who has been working on a monoplane here for several months, is the inventor in question, and having completed his machine, is going to give it a trial, as stated, over the infield of the Benning track. The machine was first put together in a small shop on Capitol Hill, and was then moved to the Vermont garage, near Thomas Circle, where it has been for several weeks, receiving the finishing touches.

It is the first monoplane built in Washington and if it proves successful will be the first one to fly in the United States. The machine is built on novel lines but is a counterpart of gliders which Mr. Smidley has built and which he has proved successful. The point of greatest interest to aviators is that his weights supporting surface and horsepower are all about the same as those of the gliders. The monoplane has a weight of about 225 pounds and carries a little over a pound to the square foot of supporting surface. It is driven by a two-cylinder four-horsepower air-cooled motor that drives an eight-foot two-bladed propeller. The machine is built on novel lines but is a counterpart of gliders which Mr. Smidley has built and which he has proved successful. The point of greatest interest to aviators is that his weights supporting surface and horsepower are all about the same as those of the gliders. 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